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HONGKONG, TUESDAY, MARCH 17, 1914

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No. 12, Queen's Road East,
Hongkong. Oct. 2, 1912

P. AND O. VESSEL IN COLLISION.

A serious collision, resulting in the
sinking of the Japanese steamer Hokusei
Maru and damage to the P. and O. steamer
Oriental, took place early on the 9th
inst., says the "China Press," in the
Astoria Channel. Happily there was no
loss of life.

Pending an official inquiry into the
cause of the collision, the officers and
others connected with the two boats are
reticent about expressing any opinion.
It is interesting to note, however, that
several experts who saw the accident and
others who have been able to get at the
actual facts, are again inclining to the
suction theory.

This came into prominence when the
Oriental met with the most serious of
her accidents and formed the subject of
a long controversy between ships' officers
and marine engineers. Some hold that
there is a sort of magnetic attraction be-
tween large modern ships, or at least the
suction when they are passing is so great
that, except under very favourable cir-
cumstances, it is extremely difficult for cap-
tains to hold on to the exact course desired.
DANGER WORSE IN WHARF.

Local people who follow this line point
out how much greater the danger would
be where there is much a strong tide as
that of the Wharves. However, these
principles concerned in yesterday's
accident, as already stated, prefer for
the moment to withhold their opinions.

The facts as known are as follows: The
Oriental, which trades between Japan
ports and Shanghai, began her voyage up
river about 7 o'clock yesterday morning.
The Hokusei Maru, a Japanese steamer
carrying a full cargo of coal, consigned to
Messrs. Muller Bros., was also pro-
ceeding up stream at the same time.
Neither vessel had a pilot on board.

When nearing the Shanghai end of the
Astoria Channel, the Hokusei Maru being
slightly ahead of the Oriental, the two
steamers drew too close together, and it
was even that a collision could not be
avoided, although the Oriental immedi-
ately went full speed astern. The Oriental
crashed into the side of the Hokusei
Maru, about amidships, tearing a large
hole which extended some distance under
the waterline. The Oriental was only
slightly damaged.

SMART LIFELAVING WORK.
The Oriental, seeing that the Hokusei
Maru was about to sink, lowered her
boats, and proceeded to the side of the
other vessel. With the assistance of a
number of sampans, which were in the
vicinity, all the crew of the Japanese
steamer were saved, and the captain even
had time to remove his papers.

A few minutes after the rescue of the
crew, the Hokusei Maru sank, fortunately
just clear of the fairway. The ship is
completely submerged from the poop up
to the bridge, nothing being visible except
her low funnel, and masts.

After a report of the collision had been
made, the Harbour Master despatched
officials to the scene of the disaster, who
arranged the usual signals. Divers of the
Shanghai Dock and Engineering Co. are
now making an examination of the sunken
steamer. The Oriental has gone into
dock for the necessary repairs, which will,
of course, delay her despatch for Japan.

According to a report current in
Manila, 600 Hindus, 500 of them from
Hongkong and the remaining 100 from
Manila, have chartered a vessel to carry
them to America. Manila Hindus have
been making efforts for months past to
secure transportation but have been held
up first by the customs and then on other
pretexts. A steamer has been chartered
from the China coast to pick up the
pilgrims. One of the leaders of the Mani-
la band said: "Our plan is to go to Victoria,
Bellevue, Columbia. We are British sub-
jects, and claim that we have all the rights
of citizens to British ports that go with the
title. Our coming will be a test of the
good faith of the British authorities, and
there are no more, our people in India will
have a new aspect of the government
policy towards them."

BUSINESS NOTICES.

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8 A.M. 'HONAM.' 5 A.M. 'KINSHAN.'
10 P.M. 'KINSHAN.' 5 P.M. 'HEUNGSHAN.'

WEDNESDAY, 18th MARCH.
8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
10 P.M. 'HONAM.' 5 P.M. 'KINSHAN.'

A Telephone Service has been recently installed on the Company's Steamers
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Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
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SUNDAY, 22nd MARCH.
The Company's Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
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F.A.R.E.S.:
SALOON Single \$2.50, Return \$4.00.
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Staterooms:—SALOON Single 5 cts., Return 75 cts. per person.
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2nd Class Single 15 cts., Return 25 cts. per person.
One Cabin in each Class reserved free for use of Ladies.

Further particulars may be obtained at the Office of the Company.

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S.S. 'SUI TAI' S.S. 'TAISHAN'
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.
S.S. 'HOI-SANG'.
Departures from Macao to Canton on Tuesday, Thursday and Saturday at 8 A.M.
Departures from Canton to Macao on Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE
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COMPANY, LTD., AND THE LING-SUI STEAM NAVIGATION COMPANY, LTD.
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S.S. 'ZAINAM', 588 Tons, and S.S. 'NANNING', 660 Tons.
One of the above steamers leaves Canton for Wuhow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days
at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or
vice versa by the Company's direct steamers 'LINTAN' and 'KANUI'. These vessels
have superior Cabin accommodation and are lighted throughout by electricity. Electric
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at the CITY HALL,
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A hair-pin or slide set with stones and
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A small black fan
Will the owners please apply to the
Secretary
15, Queen's Road,
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BUSINESS NOTICES.

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Medical Magazine, March, 1912

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Hongkong, Dec. 17, 190



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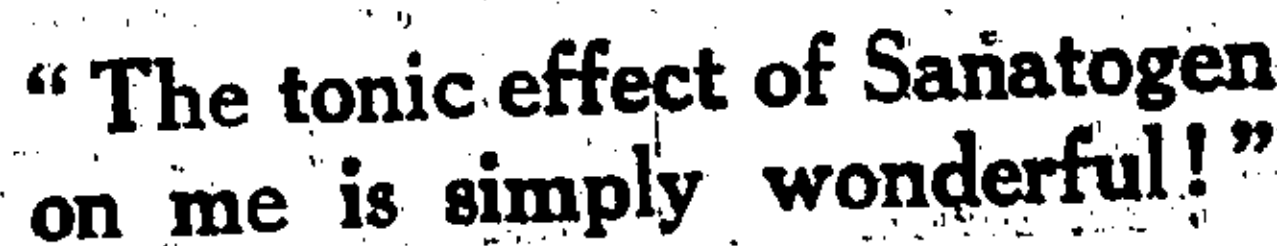
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[illegible]

A welcome calm seems to have come over the political situation in Peking. Whether or not it is the proverbial calm that precedes a storm, we do not know, but this much is certain, that a time of quietness is what China stands most in need of at the present moment—a time wherein, so to speak, one can take breath and recover himself after the great struggle she has passed through during the last three years. It is true there are many causes which indicate that though the surface of the political waters (if we may be permitted the simile) appears smooth, there are numerous undercurrents, which, if not carefully guarded against, might easily bring the ship of State to disaster. Still, we see no reason at the moment to take a pessimistic view of the outlook. To many the present political situation in China may appear to be reactionary, but, as Dr. Gilbert Reid has recently pointed out, by the Revolution the Chinese people, with all against their best judgment, were taken into extreme radicalism, sounding the language of liberty, fraternity, equality, to the people became deluded, and the country was in danger of dismemberment. The steady character of the people was

being "rushed into Socialism, and in some cases into anarchism. The Government under decentralisation, was in danger of falling to pieces. A republic under the extremists signified destruction. An electoral result, resistance of this extreme policy has brought the country into the extreme of temporary absolutism. But says Dr. Reid, it is only temporary. There is a tendency to absolutism, it is due to the action of the democratic extremists. The view, we note, is taken by our Shanghai contemporary "North China Herald," which remarks that, viewed soberly, China is re-acted from an excessive radicalism, from reaction and disorder, from lawlessness and nihilism. In due time, the moderate advocate of democracy and the moderate believer in imperialism should be able to clasp hands, and together take in practice rather than indulge theories. Already, we may add, there are signs that real progressiveness characterises the Government of Yuan Shikai. The evidence of this is seen in recent railway contracts, the control of collection of the salt revenue, economic administration and in many other directions. If Yuan Shikai finds himself in the position of a dictator, because circumstances have thrust in that position. The situation in China was such that the danger of disintegration and absolute anarchy could only be averted by the dominant will and personal force of some strong man in his own countrymen's eyes. At present, it is true, China is only a Republic in name.

tutive Government. The first Civil
 Parliament, it is admitted all round,
 a dismal failure, and the Tathai
 Civil Governors themselves, in a
 telegram to the President last December,
 requested him to suspend the two Houses.
 It should be noted, however, that
 Shih-kai, in his Proclamation suspending
 Parliament, made it clear that the
 members of Parliament were absolutely
 free if China wished to achieve success
 the Republican form of Government.
 that the future of the Republic de-
 pended upon it. In its report the Adminis-
 trative Conference repeatedly emphasised
 the essential idea of reverting the Parlia-
 ment to the President also declared: "As
 the Parliamentary Organisation Law has
 been revised and the procedure for
 elections decided upon, the Govern-
 ment will proceed steadily with the
 necessary preparations, and will con-
 sider Parliament in due course of time
 as fulfill the people's earnest expect-
 ations for good administration." How
 these promises will be redeemed, more-
 over, depend upon circumstances, but
 there is no reason to doubt the good
 faith of the President. In the near future
 it is to be hoped that the work of re-
 organisation will be actively taken in
 hand. As we have intimated above, there
 are already hopeful signs in this direction.
 In this connection we may note that
 Chen Chin-tao, who recently arrived
 from London as Financial Commissioner
 of the Chinese Government, speaks of
 steady improvement in China's eco-
 nomic position. Both the salt gabelle and
 customs, he stated, are yielding in-
 creasingly, and less difficulty is
 experienced by the Central Government
 in obtaining the money from the provinces.
 Nevertheless it is clear that China
 will require some time to come to depend
 upon her own resources for foreign
 capital. The Minister of Finance,
 he tells us, feels strongly that the
 first importance at this juncture is
 to provide employment by promoting
 the development of the country's in-
 dustries.

On the other hand, a telegram sent by the Special Correspondent of the Daily Telegraph at Peking is somewhat at variance with the Chinese official view here regarding China's financial condition. While we may dismiss as hysterical the statement that "China is being sold out and that a general scramble is beginning," some significance, of course, attaches to the publication of a Government appeal wherein the President is represented as declaring that "the Government actually lack money to meet an single obligation, whilst the lack of funds renders it impossible to erect an efficient administration." An urgent appeal for further funds may well have been made by Xuan, Shi-kai, whose pharmacology would doubtless be selected to stir up the officials and his countrymen at large; but there is no occasion, as the correspondent we have alluded to suggests, to "roll up our maps and prepare for a new geography."—London and China Express.

How a Fortune Was Left to Irish and Labour Parties.

The interesting history of the legacy which has been bequeathed to Mr. J. Keir Hardie, M.P., and Mr. "Redmond" M.P., for the benefit of their respective political parties, by the Misses Elizabeth and Jane Kippen, of Edinburgh, was told recently by Mr. Keir Hardie in the "Labour Leader." Mr. Keir Hardie first met them in 1892. On returning home after his election in July, he was told, that two quaintly dressed old ladies had spent a week in the village making very extensive inquiries about his life and character.

"Later in the year," he says, "we were spending a few days with my wife's mother at Hamilton, and learned that they had been there also and had visited my wife's mother."

"They told her frankly their errand. They knew that as a working man I would be none too flush with money, and they were anxious to help in this respect, provided they were satisfied that I was dependable."

Mr. Keir Hardie was invited to Edinburgh and told that they wished to have Socialism. They proposed to give a new ten-acre plot of ground, 2000 ft. square, to be reserved in Parliament, for his residence.

Years passed before Mr. Hardie heard of them again, and then a small Christmas gift from them reopened communication. Subsequently they sent considerable sums to the Independent Labor Party and the Irish Party, and before their death drew up a document leaving the whole of their possessions to the two parties in equal shares. This document has been declared valid as a will.

Mr. Frank Harris, editor of *Modern Society*, who was committed to Bridgewater on February 4 for contempt in refusing to refer to the Louis-Meade divorce case, in which Earl Fitzwilliam acted as co-respondent, is suffering a nervous breakdown, and has been moved to hospital, where he is attended by his own doctor. Mr. Harris has "come into contact" with the "authorities" on the fact that he has hitherto refused to interview in the past. The kissing of visitors is strictly forbidden in prison.

A black and white illustration of a woman with short, dark, wavy hair. She is wearing a sleeveless, floor-length dress with a wide, patterned band across the bodice and a long, pleated skirt. She is looking slightly to the right with a gentle expression. The background is plain.

Name.	Class.	Tonn.	Gun.	L.H.P.	Commander.	Last report of.
Albany	despatch vessel	1650	2	3000	Comdr. Archibald Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. & P. Richard	Shanghai
Britannia	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cornwall	aloop	1070	2	1400	Capt. H. P. E. T. Williams	Shanghai
Chelmer	torpedo boat destroyer	560	4	7500	Lieut. H. T. England	Hongkong
Cherub	water tank and tug	390	—	900	—	Hongkong
Clio	aloop	1070	2	1400	Comdr. Colin Mackenzie, D.S.C.	Shanghai
Colne	torpedo boat destroyer	560	4	7500	Lieut. C. M. Blackman	Hongkong
Fama	torpedo boat destroyer	560	4	7500	Lieut. G. A. Peignaud	Hongkong
Hampshire	cruiser, 1st class	10,850	10	30,500	Capt. H. W. Grant	Hongkong
Jed	torpedo boat destroyer	560	4	7500	Lieut. G. F. A. Mulock	Hongkong
Kenset	torpedo boat destroyer	560	4	7500	Lieut. E. K. Boddam-Wesetham	Hongkong
Kinsha	river gunboat	514	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	aloop	1040	—	—	Lt.-Comdr. Gibson	Hongkong
Minotaur	cruiser, 1st class	14,600	—	37,000	Capt. E. B. Kildale	Hongkong
Moorhen	river gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	23,000	Capt. Frederick A. Powles	Shanghai
Nightingale	river gunboat	85	2	940	Lieut.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	580	—	7500	Lieut. B. W. Wilkinson	Hongkong
Rosario	depot ship, submarines	220	—	1400	Lieut. F. A. N. Cronin	Hongkong
Robin	river gunboat	22	2	940	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	940	Lt.-Com. I. A. S. Hutton	West River
Snipe	river gunboat	85	2	940	Lt.-Com. M. T. R. Maxwell Scott	Yangtze River
Tamar	receiving ship	1650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. S. P. B. Russell	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cothrell-Dormer	Hongkong
Triumph	battleship	11,995	18	12,500	Capt. P. Strausfeld, M.V.O.	Hongkong
Uak	torpedo boat destroyer	560	—	7500	Lt.-Comdr. Maxwell	Hongkong
Welland	torpedo boat destroyer	560	—	7500	Comdr. Seymour	Hongkong
Widgeon	river gunboat	185	2	800	Lt.-Com. J. C. F. Bonnet	Upper Yangtze River
Woodcock	river gunboat	180	2	800	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	800	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	6250	—	22,000	Capt. B. L. Cochrane	Columbo
0.38	submarine	—	—	—	Lt.-Comdr. F. J. McGillevie	Hongkong
0.37	submarine	—	—	—	Lt.-Comdr. J. Gaines	Hongkong
0.38	submarine	—	—	—	Lt.-Comdr. R. K. Q. Pope	Hongkong
0.36	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
0.36	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
0.37	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quin	Hongkong
0.38	torpedo boat	—	—	—	Lt. Comdr. B. W. Seymour	West River

W. M. Terran, R.O.R., Commander-in-Chief.

Name.	Tonnage and description.	Tons.	Men.	H.P.	Captains.	Last report at.
Alcibiade	Austro-Hungarian cruiser	—	—	—	Capt. Makritz	Shanghai
Albatros	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Albatros	French armoured cruiser	9730	12	19,600	Capt. Gervais	Shanghai
Albatros	French gunboat	448	10	1,200	Lieut. Vanille	Saigon
Albatros	French river gunboat	180	6	400	Lieut. Dordet	Canton
Albatros	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Albatros	French gunboat	130	—	—	Lieut. Collin	Tongku
Albatros	French gunboat	—	—	—	Lieut. Dupuy Dutsaps	Tchong-Kia
† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Albatros	French sub-marine	—	—	—	Lieut. Bataix	Saigon
Albatros	French sub-marine	—	—	—	—	Saigon
Albatros	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Albatros	French destroyer	350	7	308	Lieut. Aurillac	Saigon
Albatros	French destroyer	—	—	—	Capt. de Frigates Rouleau	Saigon
Albatros	French destroyer	130	7	300	Comdr. de Marquassar	Saigon
Albatros	French destroyer	307	6	300	—	Saigon
Albatros	French surveying ship	1625	10	9000	Const. Voin	Saigon

Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station

Cyax	French sub-marine	—	—	—	Lieut. Boix	Saigon
Protee	French sub-marine	—	—	—	Saigon	Saigon
Stryx	French armoured gunboat	1738	10	1700	Lieut. Guillaume-Louis	Saigon
Gronde	French destroyer	350	7	308	Lieut. Aurillac	Saigon
Yberville	French destroyer	—	—	—	Capt. de Frigate Ronisen	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquemar	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Maucha	French surveying ship	1625	10	2000	Comdr. Voinin	Saigon
Flagship of Capt. (Commodore) Boudcaut, Commanding the local defence force (China)						
Amden	German cruiser	3800	2	3,500	Capt. v. Reckorff	Hongkong
Gauesuan	German armoured cruiser	11,600	—	10,000	Captain Brunninghaus	Tientsin
Hils	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörnberger	Tientsin
Otter	German river gunboat	—	—	—	Capt. Lieut. Frits	Tientsin (H)
Scharnhorst	German flagship	11,600	36	20,000	Capt. von Schultz	Tientsin
S. 90	German torpedo-boat	100	8	6500	Capt. Lieut. Herrensberg	Tientsin
Taku	German torpedo-boat	880	4	6000	Obst. a. S. Olaszen	Tientsin
Tiger	German gunboat	900	10	1250	Comdr. Röcker	Tientsin
Yungtau	German river gunboat	223	4	1200	Capt. von Möller	Canton
Yanaland	German river gunboat	223	4	500	Obst. a. S. Prinn	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Summi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

[illegible]

TO LET.—FURNISHED.

MODREENAGH No. 21 East. The
Peak from 1st April.
Apply to
GILMAN & Co
8A Des Voeux Road.
Hongkong, Feb. 18, 1914. 220

TO BE LET.

FROM 1st APRIL, 1914.
"OLDIESLOE", Austin Road, Kowloon
Apply to PATELL & CO.,
79, Wyndham Street.
Hongkong, Feb. 24, 1914.

TO LET.
OFFICES in King's Building.
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, Jan. 13, 1914.

TO LET.

'ROGATE, Austin Road, Kowloon
unfurnished.

No. 68 Peak. MOUNT KELLEN
(Church Mission Society Bungalow,
20th May 1914, partly furnished, Ch
rent.

"No. 6 CAMERON VILLAS, No.
Peak, to let furnished for one year fr
1st May 1914."

"No. 10th SHELLEY STREET"
From 1st October 1913.

"No. 5 MOUNTAIN VIEW from
April 1914."

No. 12 CAMDENFIELD ARCA
Shop.

To let till 31st October, 1914, No.
The Peak; seven rooms and drying r
furnished, including Electric laun
Telephone.

FOR SALE
HARTING and ROGATE, on part
 Kewtown Inland Lot No. 1194.
 "OLENSHIELD" 124 Barker B
 6 rooms, close to Train Station.
 Apply to
LINSTEAD & DAVID
 2nd Floor, Alameda Building
 1000 Market Street, San Francisco

TO LET.

FOUR-ROOMED HOUSES in Grandville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.

SHOP with Godown attached, NATHAN ROAD, Kowloon.

Rowloon Marine Lot No. 48 with Wharf.

WINDSOR LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis court.

No. 3 MINDEN VILLAS, from 1st April next."

Apply to
HUMPHREY'S ESTATE & FINANCE
Co., Ltd.
Hongkong, March 3, 1914

TO LET.

OFFICES, Rooms and Godowns on the
Ground and Second Floors, No. 14,
Des Vaux Road opposite the Premises
now occupied by the SOUTH CHINA MORNING
NEWS, LAMARCO. Possession 1st May,
1914, or earlier.

Flats "Wild Dell" Buildings, Wanchai
Road.

No. 4 Mosque Junction.
The "Heunk" No. 48 Peak.
"Homstead, No. 45 Peak.
Immediate possession.
Apply to
SANG LEE,
c/o Comproadors Department,
HONGKONG & SHANGHAI BANKING
CORPORATION.
Hongkong, Feb. 23, 1914.

MARTIN'S
APOL STEEL
PILLS


It's the only medicine that will give you the relief of aches, pains, and stiffness of a cold, flu, or fever in less than 15 minutes. It's the only medicine that will give you the relief of aches, pains, and stiffness of a cold, flu, or fever in less than 15 minutes. It's the only medicine that will give you the relief of aches, pains, and stiffness of a cold, flu, or fever in less than 15 minutes.

MARTIN'S
APOL STEEL
PILLS

**LOSING WEIGHT
BY THE POUND**

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

**WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND**



Walter's
First Frog

READY MADE DRESSES.
NEW FABRICS
FOR
SUMMER WEAR.
HATS AND FLOWERS
OF ALL COLOURS

ON TON

THE ALEXANDRIA GAZETTE

A. S. WATSON & CO., LTD.

ESTABLISHED 72 YEARS.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E

Very old Liqueur Scotch Whisky.

Our Celebrated **E** very old Liqueur Scotch Whisky is a blend of the best Pot Still Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as **THE LEADING SCOTCH WHISKY IN THE EAST.**

WATSON'S E BRANDY

Finest very old BROWN BRANDY Guaranteed 25 years' age, in wood. The finest Liqueur Brandy on the market.

MOUTRIE'S

1914 MODEL

OVERSTANG

Price 385

GUARANTEED FOR

FIVE YEARS.

INSPECTION INVITED

S. MOUTRIE & Co., Ltd.

WM. POWELL LTD.

TEL. 346

HOUSEHOLD LINENS

LARGE SELECTION OF
SERVICES & TABLE CLOTHS
TO MATCH.

TURKISH & HUCKABACK
TOWELS.

SHEETS, BEDSPREADS,

PILLOW SLIPS,

LACE CURTAINS,

GLASS CLOTHS AND

DUSTERS

UNIQUE ASSORTMENT

OF

HOUSEHOLD LINENS

THE EDWARD DISPENSARY,

O. KAMMING & Co., Ltd.
Chemists and Druggists

GREAT REDUCTIONS IN
PRICES.

PRESCRIPTIONS ACCURATELY
DISPENSED

First Class Patent Medicines, &c.

25, QUEEN'S ROAD, HONGKONG.

From 10 a.m. to 7 p.m.

property that may be destroyed. At present, China has quite enough and more than enough to do to meet ordinary calls upon the public purse, and it would be suicidal from every point of view to take things easily and allow the White Wolf and his bandits to continue their nefarious and murderous deeds.

Not only is President Yuan anxious that there should be no trouble between foreigners and China, but he is equally desirous that the hatch should be buried between the Republic and the Manchus. It is well known that during the years that preceded the revolution the scholars of China were very bitter in their animosity, and wrote and scattered the most biting satires against the old Government and everything connected with it. Amongst the books published, which had a wide circulation was a "Three Character Classic" if we may use the word "Classic" in this sense. It was a small book, each line of which was composed of three characters, and it bitterly attacked the Manchu Government. It seems that this book is still in circulation, and in Kweichow, the old capital of Kwangsi, there are shops that still have it on sale. The Civil Governor, after consulting with the President, has received emphatic instructions that the book and all such books must be rigorously suppressed at once. It is pointed out that at present under the Republic the Manchus are as much a part of the populace as the Chinese themselves. Books, therefore, that are sold and read which still keep fresh what went on in the past are to be condemned. The "Five Races" are to be amalgamated into one solidarity, and the way to have this accomplished as soon possible is to forget the past. It is clear that the President is determined to do his best to remove all causes of ill-feeling between the Manchus, on the one hand, and also to prevent any friction between the Government and foreigners on the other. In this he is certainly acting wisely, and he is to be commended for taking the stand he does. He can afford to be magnanimous towards the Manchus; nevertheless, it is not always true that the victors are willing to forgive and treat leniently those over whom he has been victorious. No good can be served by keeping alive old animosities between the two races, as sooner or later there might come an opportunity for the smouldering fires disastrously to kindle into flame. We are glad, therefore, to see that the President is so well advised, and that he has the magnanimity to take the more sensible course. In so doing, he may perhaps be unaware of the fact that he is following a course similar to that of Great Britain regarding South Africa; and that great country, in consequence, is to-day, within a comparatively short period of a protracted and devastating war and despite internal labour troubles, in a state of cohesion and rapid advancement—the joint achievement of Britain and Boer acting together in sensible co-operation.

NEWS OF THE DAY.

The colon-war of the March Criminal Sessions, which opens at the Supreme Court to-morrow morning, includes eight cases. Five prisoners are charged together with robbery: two with robbery by two or more and five, in two separate cases, with assault with intent to rob. All the accused are Chinese.

On the arrival of the Indo-China steamer Wisnag at Shanghai from Hongkong on Sunday, the 8th inst., police detectives boarded the vessel and arrested two Portuguese, Augusto Romario and Andreino Alves, who recently escaped from the Portuguese gaol at Macao. The prisoners appeared before the Portuguese Consul-General on Monday, charged with having escaped from the custody of the Macao authorities during the present month, and were remanded in custody pending arrangements for their return to Macao.

At present very little opium is being smuggled into the Colony, but apparently a large trade is being done on the frontier and along the coast in Hongkong Government opium. The reason of this is clear. At the present time the Government of India is selling opium to the British possessions, mostly ports and other foreign settlements in the Far East at a much lower figure than to buyers for the Chinese market, and there is thus every inducement for Chinese smugglers to buy their opium in Hongkong and smuggle it into the Colony.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Italian mail-ship Sebastiano Caboto came into port yesterday.

The silk shipped from Hongkong by R.M.S. Empress of Asia on February 10th, reached New York on March 14th.

A Philippine was sent to prison for six weeks this morning for being a stow-away on board the s.s. Manchuria.

A recent Presidential Mandate appoints Hsueh Hui-ling Director General of oil mining affairs throughout the country.

The night express service to and from Canton was inaugurated yesterday. The up-train carried a fairly large number of passengers.

Application for the reduction of the capital of Gande, Price and Company from \$700,000 to \$65,000 will be heard by the Chief Justice on the 24th inst.

Mahomed Iqbal was fined \$5 this morning for refusing to go inside a car when requested to do so by the conductor. He was standing on the step.

Mr. Reginald Farrer and Mr. William Purdon, a well-known botanical collector, who was travelling to the borders of Tibet and Kansu.

A Chinese, found yesterday on the hillside near the Sikh Temple with his hands tied round his neck, has been sent to the Government Civil Hospital. He is believed to have attempted suicide.

Sir R. P. Somerville Head, Third Secretary to the British Legation at Peking, has been transferred to Vienna, and Hon. F. G. Agar-Robartes from the British Embassy, in Vienna will replace him.

It is stated, says the "P. & T. Times," that Sir John Jordan, British Minister in Peking, and Dr. Reinach, American Minister, will go on an inspection tour of South China during the latter part of this month.

The Russian troops in Tientsin will be definitely withdrawn on March 20, and the points that they now occupy on the Peking-Mukden Railway, Yangtsu Tientsin-Lowland and Tientsin East, will be taken over by French troops.

The Hongkong Volunteer Reserve Corps held their 10th annual Rehearsal for the G. O. C.'s Inspection on Thursday 10th inst. at 5:30 p.m. instead of Friday 20th.

Before Mr. Wood today a Chinese gardener was charged with stealing a clock, the property of his employer, Mr. T. H. Pearce, residing at No. 107, The Peak. Mr. Wood sentenced him to three months' imprisonment and four hours' stocks.

SOCIAL AND PERSONAL.

Rear-Admiral Brownson, F. S. N., arrived by the Pacific Mail steamer Manchuria yesterday and is staying at the Hongkong Hotel.

Captain G. E. Pereira, who has been making a tour of parts of the East, is now on his way home via San Francisco. He may, it is stated, return to China next year.

News was received last week that Mr. James Donald, a director of the Standard Oil Company, had died in New York. Mr. Donald, who was in charge of all the China business of the company, had made several visits to this country, where he visited all the Standard Oil branches and was well-known.

Captain H. D. Goldsmith, Duke of Cornwall's Light Infantry, who is to join the General Staff at the War Office, passed out of the Staff College last year. He entered the D.C.L.I. from Sandhurst 10 years ago, and for two years with the Egyptian Army, and has the Tirah campaign, 1897-8, to his credit.

Lieutenant G. M. Bond, who has been promoted Captain in the King's Own Yorkshire Light Infantry, was a trooper in Page's Horse during the Boer war, and was commissioned to the "Koyls" in July, 1901. He got his step in 1906, and has served with the old 51st in Ireland, Aldershot, Gibraltar, Hongkong, and Singapore.

Admiral Yoo, of the Chinese Navy, paid official calls upon H.E. the Governor, the Admiral, and Commander-in-Chief this morning. Lacking at Blake Pier Admiral Yoo was received by His Excellency the Governor, the Aide de Camp, and Captain Edye, A.D.C. to H.E. Major-General Kelly. A guard of honour with band was furnished by one of the Indian regiments.

RUB IT IN.

A GOOD many people think rheumatism can't be cured without taking "rheumatism" medicine. Chamberlain's Pain-Expeller, however, is a sure cure for rheumatism, and it is a good thing to have it in the house. It is a small bottle, and it is a good thing to have it in the house. It is a small bottle, and it is a good thing to have it in the house.

THE "CHILDAR" PIRACY.

PROPERTY VALUED AT \$21,192 STOLEN.

FULL DETAILS OF THE ATROCIOUS EVENT.

A WELL-ORGANISED ATTACK.

HEAVY LOSSES OF, AND DESTRUCTION TO, PROPERTY.

In last night's issue of the "China Mail" we briefly narrated that an atrocious piracy had taken place on the previous evening on board the Norwegian steamer "Childar," when on the high seas, some sixty miles from Hongkong, on route to Swatow.

Yesterday evening a representative of this paper called on board the unfortunate vessel and had a talk with some of the officers and passengers, and was given a full account of the attack. His story is as follows:

With very little cargo, but with a full crew and 222 Chinese passengers the "Childar," under the command of Capt. Neilson, left her anchorage in Hongkong harbour on Sunday just before noon and steamed ahead for Swatow and Bangkok. The weather was squally and there was a stiff nor' easter.

After the vessel had proceeded for six hours, and about dinner time, the rumblings of what proved to be the commencement of an attack were heard on the bridge and in the officers' mess. No particular heed was paid to the noise of smashed chairs and tables, as it so happens a boat with 'tween decks as the "Childar" has, may get a disorderly crowd of passengers. In a few seconds, the assault had begun. The vessel was 50 miles from Hongkong. Creeping stealthily along the ways with knives gripped in their jaws and revolvers in their hands, a few of the outlaws rushed the mess and called upon the officers to surrender.

Caught like rats in a trap it would have meant death to attempt defence. Discretion is at times the better part of valour and proved so in this instance. Three mounted guards with revolvers levelled at the heads of the unfortunate officers while two others rushed them together with ropes and things and threw them on the ground. The officers were taking their evening glass, bottles and chairs were smashed, all over the floor of the cabin.

At the same moment another section assaulted the bridge. With revolver in hand one of the crew rushed to the wheel where Second Officer Osahl noticed him creeping along the rails in the falling light. As quick as lightning Osahl pounced upon his foe and fell into the trap that had so skillfully been laid for him. He jumped on the shoulders of the crouching pirate and bowled him over like a nine pin. A shot rang out across the bridge—the signal of attack—and a third dozen more of the gang were soon showering blows on the second officer's head with the butts of their pistols and bayoneting pins. He sank to the boards under the weight of the blows. His skull had been cracked and blood trickled through his cap on to the deck. He was quickly bound hand and foot though this was hardly necessary as Osahl was more than half dead.

Down in the hold the pirates had taken command of the engines and another had charge of the wheel. Then commenced the work of looting. Everything was stolen that was of any value. Not a square inch in the whole of the ship did the desperadoes overlook. For six solid hours they ransacked the vessel. Cabins, lockers, berths, alley ways helped to swell one huge heap of wreckage. The floors were littered with papers and splintered wood. Cushions had been torn to shreds by the pirates in their mad hurry to get into the seat drawers. Shelves were pulled down and trampled upon; drawers and lockers burst open and in some cases battered in by crowbars and other weapons. The master's cabin presented a terrible sight. In one corner gingerly suspended on a couple of nails were the remains of his private book case. His locker was literally heaped to pieces. His bunk was splintered and the whole place turned upside down. Drabs to the value of \$10,000 were stolen and Capt. Neilson himself was relieved of \$500.

Along the corridors the pirates continued their work of destruction. They had gone out of their way to do damage and it was evident from the havoc rendered that they intended breaking up the ship. There can be no particular profit in smashing a succession of lamps that were beyond an ordinary reach, yet almost every lamp had been buried to smithereens. Carpets were pulled off the floor, mats had been cut into shreds, water pipes severed and hot clothes torn into strips. They were not only out for booty but maliciously destroyed everything that they could lay their hands on.

The second crew realised the hopelessness of argument. Bitten death would undoubtedly have been the penalty for such a place of impotence. They huddled themselves up in one corner and blinked at the shining revolvers which threatened to put them into eternity if they moved. The passengers knew it would be futile to resist; they were searched and looted to deliver up all such worldly possessions as they had. Robbers took their knives and even sweated out their money. The pirates were well armed, for each of them had a revolver and a knife.

The savage nearly found its resting place in the heart of a passenger who apparently did not realise that his assailant had the power of taking life as well as maintaining it. He caught his victim's throat in an iron grip; his murderous face glowed with a murderer's pride as he held up the knife before settling it finally in the carcass of the unfortunate passenger. But there is some measure of sympathy even in the savage, though it is difficult to imagine another pirate interfering with a comrade in the "execution of his duty." This, however, is what saved the passenger's life.

Things were roughly taken off fingers and if they could not be removed easily it only needed a slit with the knife to help the operation.

All this time the boat was making for a remote point on the coast near Bias Bay where the anchor was skillfully dropped. A detachment of junks came up on the approach of the "Childar" which showed how well the pirates had organised their attack. The booty was all transferred to the junks which seemed to come from Ping Hoi, and in these the desperadoes made off.

Once clear of the vessel the passengers ventured abroad and soon released the captain and his half-dazed men. The things had been looted so tightly they had cut into the flesh. The second officer was found unconscious on the bridge but recovered under suitable treatment.

Capt. Neilson realised the only thing to do was to return to Hongkong but it was found the engines had been disabled. The parts were discovered in a drawer and four hours later the vessel steamed full speed for Hongkong where the police were acquainted with the exact date of the piracy since the "Namo" in 1800 when Capt. Piecock and a passenger, who was on deck, were shot.

The Captain Superintendent of Police, Mr. McL. Mewer, the Assistant Superintendent, Mr. Sayer, Inspector Gordon, Detective Mr. Sayer, Inspector Murphy visited the boat yesterday. Beyond the wreckage the police only found the pirates' work and a cap. Immediately on receipt of news of the piracy (which was searched and to-day a party of police left for Swatow).

Captain Neilson, in his report to the Police, says: While sailing under the Norwegian flag with a crew of two European officers, three European engineers, and 64 Chinese hands all told, at about 11 a.m. on the 13th inst., I cleared my ship at Hongkong for Swatow and Bangkok with a bag of mail for Bangkok, a general cargo and 222 passengers. All went well until about 6 p.m. when about 40 miles north-east of Mendocina Island 14 Chinese waters, some 50 passengers armed with revolvers and daggers rushed the bridge and knocked down the second officer, who was on watch, with the butt of a revolver, and took charge of the ship. The others attacked the captain, the chief officer and engineers, bound them hand and foot and placed them in the wheel house at the stern of the ship. Others placed the remainder of the passengers and the crew below, and put on the hatch covers. Having full command of the ship, they steamed into Bias Bay, and when about three miles north of Triple Island they ransacked the vessel from stem to stern and stole a bag of mail value unknown, a quantity of gin-seng valued at \$500, jewellery worth \$1,000, clothing valued at \$3,226, and money to the amount of \$14,960, total value \$21,192. Two Chinese came along-side the ship and, before leaving, disabled the engines and drew the fire. The pirates spoke English, Ping Hoi, and Hakka.

Last night two more pigs, valued at \$18, were killed at the Pokfulam Dairy Farm and another seriously injured. The police, who were on the watch, heard the pigs squeal, and then saw five men running. They were able to arrest two and take them to the Police station. Mr. Oliphant, the assistant manager, identified the men as those who had been sent to watch. The police are making inquiries.

Commenting on the fact that a collection has been made of trade-mark pictures, typical of those found attached to cotton piece goods offered to native trade in India and Afghanistan, an American Consul states that the native purchasers of cotton piece goods depend almost entirely on such pictorial trade marks when they make their selections at the bazaars. Doubtless, in many cases, the particular attentiveness of these pictures may have quite as much to do with the sale as the quality of the cloth itself. The subjects are usually instances of Hindu mythology, Hindu domestic drama, employ, deities, nature, etc., and occasionally such pictures are known as the "King of the Mountains" and "The King of the Sea" and "The King of the Land" and "The King of the Air" and "The King of the Water" and "The King of the Fire" and "The King of the Earth" and "The King of the Sky" and "The King of the Sun" and "The King of the Moon" and "The King of the Stars" and "The King of the Planets" and "The King of the Comets" and "The King of the Meteors" and "The King of the Clouds" and "The King of the Wind" and "The King of the Rain" and "The King of the Snow" and "The King of the Hail" and "The King of the Thunder" and "The King of the Lightning" and "The King of the Fire" and "The King of the Earth" and "The King of the Sky" and "The King of the Sun" and "The King of the Moon" and "The King of the Stars" and "The King of the Planets" and "The King of the Comets" and "The King of the Meteors" and "The 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SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON, 1914.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave	Leave	Connecting Steamer	Due at	Due at
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Mar. 19	Mar. 19	Mar. 19	Mar. 19	Mar. 19	Mar. 19
Mar. 22	Mar. 22	Mar. 22	Mar. 22	Mar. 22	Mar. 22
Mar. 25	Mar. 25	Mar. 25	Mar. 25	Mar. 25	Mar. 25
Mar. 28	Mar. 28	Mar. 28	Mar. 28	Mar. 28	Mar. 28
Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31
Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3
Apr. 6	Apr. 6	Apr. 6	Apr. 6	Apr. 6	Apr. 6
Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9
Apr. 12	Apr. 12	Apr. 12	Apr. 12	Apr. 12	Apr. 12
Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15
Apr. 18	Apr. 18	Apr. 18	Apr. 18	Apr. 18	Apr. 18
Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 21
Apr. 24	Apr. 24	Apr. 24	Apr. 24	Apr. 24	Apr. 24
Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27
Apr. 30	Apr. 30	Apr. 30	Apr. 30	Apr. 30	Apr. 30

THE ATTENTION OF Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 8.25 p.m. on Saturdays.

1st SALOON	2nd SALOON	3rd SALOON	4th SALOON	5th SALOON	6th SALOON
Accommodation	Accommodation	Accommodation	Accommodation	Accommodation	Accommodation
Single	Single	Single	Single	Single	Single
Return	Return	Return	Return	Return	Return
£97	£89	£81	£73	£65	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NOT-TRANSPORT) STEAMERS
WILL LEAVE FOR
LONDON,
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Leave	Leave	Leave
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Mar. 17	Mar. 17	Mar. 17	Mar. 17	Mar. 17	Mar. 17
Mar. 20	Mar. 20	Mar. 20	Mar. 20	Mar. 20	Mar. 20
Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23
Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26
Mar. 29	Mar. 29	Mar. 29	Mar. 29	Mar. 29	Mar. 29
Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31
Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3
Apr. 6	Apr. 6	Apr. 6	Apr. 6	Apr. 6	Apr. 6
Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9
Apr. 12	Apr. 12	Apr. 12	Apr. 12	Apr. 12	Apr. 12
Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15
Apr. 18	Apr. 18	Apr. 18	Apr. 18	Apr. 18	Apr. 18
Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 21
Apr. 24	Apr. 24	Apr. 24	Apr. 24	Apr. 24	Apr. 24
Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27
Apr. 30	Apr. 30	Apr. 30	Apr. 30	Apr. 30	Apr. 30

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES

STEAMERS	Leave	Leave	Leave	Leave	Leave
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Mar. 17	Mar. 17	Mar. 17	Mar. 17	Mar. 17	Mar. 17
Mar. 20	Mar. 20	Mar. 20	Mar. 20	Mar. 20	Mar. 20
Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23
Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26
Mar. 29	Mar. 29	Mar. 29	Mar. 29	Mar. 29	Mar. 29
Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31
Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3
Apr. 6	Apr. 6	Apr. 6	Apr. 6	Apr. 6	Apr. 6
Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9
Apr. 12	Apr. 12	Apr. 12	Apr. 12	Apr. 12	Apr. 12
Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15
Apr. 18	Apr. 18	Apr. 18	Apr. 18	Apr. 18	Apr. 18
Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 21
Apr. 24	Apr. 24	Apr. 24	Apr. 24	Apr. 24	Apr. 24
Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27
Apr. 30	Apr. 30	Apr. 30	Apr. 30	Apr. 30	Apr. 30

FREIGHT LINE

STEAMSHIP	Leave	Leave	Leave	Leave	Leave
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Mar. 17	Mar. 17	Mar. 17	Mar. 17	Mar. 17	Mar. 17
Mar. 20	Mar. 20	Mar. 20	Mar. 20	Mar. 20	Mar. 20
Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23
Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26	Mar. 26
Mar. 29	Mar. 29	Mar. 29	Mar. 29	Mar. 29	Mar. 29
Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31
Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3
Apr. 6	Apr. 6	Apr. 6	Apr. 6	Apr. 6	Apr. 6
Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9	Apr. 9
Apr. 12	Apr. 12	Apr. 12	Apr. 12	Apr. 12	Apr. 12
Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15	Apr. 15
Apr. 18	Apr. 18	Apr. 18	Apr. 18	Apr. 18	Apr. 18
Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 21	Apr. 21
Apr. 24	Apr. 24	Apr. 24	Apr. 24	Apr. 24	Apr. 24
Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27
Apr. 30	Apr. 30	Apr. 30	Apr. 30	Apr. 30	Apr. 30

NORDDEUTSCHER LLOYD
HAMBURG

SHIPPING

AUSTRIA LLOYD

Under Mail Contract with the Austrian Government
MONTHLY FAST SERVICE TO TRIESTE (VENICE)
Via Straits, Colombo, Aden, Suez, Port Said.

Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside cables. Double Berthage. Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) 1st Class £20, 2nd £15, 3rd £10.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE)
Via Straits, Colombo, Aden, Suez, Port Said.

FARES: Hongkong-Trieste (Venice) 1st Class £20, 2nd £15, 3rd £10.

TO SHANGHAI
Via Straits, Colombo, Aden, Suez, Port Said.

FARES: Hongkong-Shanghai, 1st Cl. £24, 2nd £18, 3rd £12.

TO KOBE, VIA SHANGHAI, YOKOHAMA.
S.S. FERSIA, 12,000 tons, will leave as above about 2nd April.

FARES: Hongkong-Kobe, 1st Cl. £24, 2nd £18, 3rd £12.

OSAKA SHOSHEN KAISHA.
REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)

TRANS-PACIFIC LINE
THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.
Steamers: Captains: Leaving

SEATTLE MARU: Capt. S. Sato: Saturday, 21st March at 12 p.m.
MEXICO MARU: Capt. K. Kobayashi: Wednesday, 1st April at 12 p.m.

CHICAGO MARU: Capt. T. Goto: Thursday, 13th April at 12 p.m.
CANADA MARU: Capt. H. Yamamoto: Wednesday, 2nd April at 12 p.m.

TACOMA MARU: Capt. T. Miyatake: Thursday, 14th May at 12 p.m.
PANAMA MARU: Capt. K. Kato: Thursday, 14th May at 12 p.m.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.
Calling at MOJI, KOBE, YOKOHAMA & YOKOHAMA.

These Newly Built Steamers have fast speed and are fitted with the latest wireless apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying bulk cargoes and parcels. Special attention given towards Express connection.

JAPAN-BOMBAY LINE
FOR BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG
AND COLOMBO.

Steamer: Captains: Leaving
JAYA MARU: Capt. D. Fuchigami: Sunday, 6th April at 12 p.m.

SAIGON MARU: Capt. T. Yamaguchi: Thursday, 16th April at 12 p.m.
MALAY MARU: Capt. T. Miyatake: Sunday, 26th April at 12 p.m.

LUZON MARU: Capt. T. Miyatake: Sunday, 26th April at 12 p.m.
For MOJI, KOBE & YOKOHAMA.

SAIGON MARU: Capt. T. Yamaguchi: Thursday, 16th April at 12 p.m.
LUZON MARU: Capt. T. Miyatake: Sunday, 26th April at 12 p.m.

INDO MARU: Capt. K. Kato: Sunday, 26th April at 12 p.m.

CHINA AND FORMOSA LINE
For TAIPEI via SWATOW & AMOY.

Steamers: Captains: Leaving
DAIJI MARU: Capt. S. Tokimune: Sunday, 22nd March at Noon.

DAIJI MARU: Capt. S. Tokimune: Sunday, 22nd March at Noon.
For SWATOW & AMOY.

KAIO MARU: Capt. Y. Yamamoto: Wednesday, 25th March at 2 p.m.
For ANPING & TAKAO via SWATOW & AMOY.

Steamer: Captains: Leaving
SOSHU MARU: Capt. K. Takahashi: Wednesday, 18th March at 10 a.m.

SOSHU MARU: Capt. K. Takahashi: Wednesday, 18th March at 10 a.m.
For CANTON.

These steamers of this line and Formosa Line have excellent accommodation for First Class passengers and are fitted with the latest wireless apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying bulk cargoes and parcels. Special attention given towards Express connection.

For further information, apply to
Z. KAMATA, Manager,
Second Floor, No. 1, Queen's Building.

PHILIPPINE STEAMSHIP CO.
SAILING DATES

SAIRO: 4,000 Tons. Capt. F. S. McKinnon. Manila, Cebu, Iloilo. Mar. 25 at 4 p.m.
RUBI: 4,000 Tons. Capt. J. Miller. Manila, Cebu, Iloilo. Apr. 2 at 4 p.m.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Type Line, Kaiser, Norddeutscher Lloyd and Eastern and American Steamship Co., Ltd.

Electric Light and Heat in every Cabin. Complimentary Stewards carried. For freight or passage apply to
Shewan, Tomes & Co., General Managers.

THOS COOK & SON
TOURIST STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 15, Old Bailey, LONDON, E.C.4.
SINGAPORE: 24, Raffles Place. YOKOHAMA: 24, Nishi-Shinjuku.

TICKETS: An agent for THOS COOK & SON, Ltd., is the principal STEAMSHIP LINE, THOS COOK & SON, Ltd., is the principal STEAMSHIP LINE, THOS COOK & SON, Ltd., is the principal STEAMSHIP LINE.

SHIPPING

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FARE HONGKONG: 1st April. Connecting with "KATHIWAR" 17th April, 1914. EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

PROPOSED SAILINGS
From Hongkong S.S. "SALAMIS" About 30th of March.

REGULAR DIRECT SERVICE FROM JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if convenient, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS
From Hongkong S.S. "SALAMIS" About 30th of March.

FARE HONGKONG: 1st April. Connecting with "KATHIWAR" 17th April, 1914. EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

THE BANK LINE, LIMITED.
MAYAGUAY, AGENTS.

HONGKONG--NEW YORK
REGULAR SAILINGS via PORTS and SUEZ CANAL
(With liberty to call at the Malabar Coast).

FOR NEW YORK
S.S. ATHOL: on or about 4th April.

For Freight & further particulars apply to
DODWELL & CO., LTD., Agents.

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